



With the following changes, ASA's *Instructor Test Prep 2020* provides complete preparation for the FAA Fundamentals of Instructing and Flight, Ground, and Sport Instructor Knowledge Exams. This test references the *Airman Knowledge Testing Supplement for Flight Instructor, Ground Instructor, and Sport Pilot Instructor (FAA-CT-8080-5H)*.

About the Test Changes

The FAA exams are “closed tests” which means the exact database of questions is not available to the public. However, each test cycle the FAA provides a [What's New](#) document, which identifies subjects that have been removed or added to a test. This document also includes pertinent information to ensure training and testing remains correlated, which in turn promotes a reliable certification system.

The question and answer choices in this book provide a comprehensive representation of FAA questions, derived from history and experience with the airman testing process. You might see similar although not exactly the same questions on your official FAA exam. Answer stems may be rearranged from the A, B, C order you see in this book. Therefore, be careful to fully understand the intent of each question and corresponding answer while studying, rather than memorize the A, B, C answer. You may be asked a question that has unfamiliar wording; studying and understanding the information in this book and the associated reference documents will give you the tools to answer all types of questions with confidence. We invite your feedback. After you take your official FAA exam, let us know how you did. Were you prepared? Did the ASA products meet your needs and exceed your expectations? We want to continue to improve these products to ensure applicants are prepared, and become safe pilots. Send feedback to: cfi@asa2fly.com

Page Number	Question Number	Correct Answer	Explanation
Chapter 1			<p><i>The Fundamentals of Instructing (FOI) exam references the new edition of the Aviation Instructor Handbook (FAA-H-8083-9B). As a result, terminology has changed within the questions and answer stems:</i></p> <ul style="list-style-type: none"> • Student is now learner • Cockpit is now flight deck
1-16	7320	[B]	<p><i>The entire question is changed to read:</i></p> <p>FOI 7320. What are the six major levels of Bloom's Taxonomy of the Cognitive Domain? A—Recall Information, Understanding, Application, Analyze, Synthesize, Evaluate. B—Knowledge, Comprehension, Application, Analysis, Synthesis, Evaluation. C—Define, Describe, Determine, Points Out, Create, Appraise.</p> <p>Knowledge, comprehension, application, analysis, synthesis, and evaluation represent the six levels of Bloom's taxonomy of the cognitive domain. (PLT306) — FAA-H-8083-9</p> <p>Answer (A) is incorrect because these represent the knowledge categories of the cognitive domain. Answer (C) is incorrect because these are the skills demonstrated with respect to the six levels of the cognitive domain.</p>
9-41	7074-1	[C]	<p><i>A new question is added to read:</i></p> <p>RTC 7074-1. What inputs are required to recover from a loss of tail rotor effectiveness? A—Forward cyclic, left pedal, and increasing the collective. B—Forward cyclic, left pedal, and reducing the collective. C—Forward cyclic, right pedal, and reducing the collective.</p> <p>Early detection of loss of tail rotor effectiveness (LTE), followed by the immediate flight control application of corrective action—applying forward cyclic to regain airspeed, applying right pedal not left as necessary to maintain rotor RPM, and reducing the collective (thus reducing the high-power demand on the tail rotor)—is key to a safe recovery. (PLT262) — FAA-H-8083-21</p>

Page Number	Question Number	Correct Answer	Explanation
9-47	Chapter Text		<p><i>The subheading and following chapter text are changed to read:</i></p> <p>Vortex Ring State</p> <p>A vortex ring state is a helicopter operation in which the main rotor is operating in its own downwash. The flow of air through the center portion of the disk is upward, and the flow through the outer portion is downward.</p> <p>A helicopter is most likely to enter a vortex ring state under the following combination of conditions:</p> <ol style="list-style-type: none"> 1. A vertical or nearly vertical descent of at least 300 FPM. (The actual critical rate depends on the helicopter's gross weight, RPM, density altitude, and other factors.) 2. The rotor disk must be using some of the available engine power (20–100 percent). 3. The helicopter's horizontal velocity must be slower than effective translational lift.
9-47	7063	[B]	<p><i>The question is changed to read:</i></p> <p>7063. The addition of power while in a vortex ring state produces an</p>
9-47	7064	[B]	<p><i>The question and explanation are changed to read:</i></p> <p>7064. Recovery from a vortex ring state should be initiated by</p> <p>Recovery from a vortex ring state can be accomplished by increasing the forward speed and/or partially lowering the collective pitch.</p>
9-47	7065	[C]	<p><i>The question and explanation are changed to read</i></p> <p>7065. Under which situation is a helicopter most likely to enter the condition known as vortex ring state?</p> <p>A helicopter is most likely to enter a vortex ring state when maintaining a forward airspeed of less than 10 MPH and a vertical or nearly vertical descent of at least 300 FPM.</p>